

TRAC Meeting: Reporting Subcommittee Minutes

October 1, 2009

Member Attendees

Last Name	First Name	Company
Azevedo	Steve	Knife River Corporation
Barnett	Chuck	Graniterock
Cox	Charlie	Ironman Parts
Edgar	Sean	CleanFleets
Hogo	Henry	South Coast Air Quality Management District
Lujan	Steven	Cascade Sierra Solutions
Noland	Kristi	J.B. Hunt Transport, Inc.
Phipps	Bob	Bettendorf Trucking

Items to discuss:

- For members that experimented with the off-road DOORS, comments, questions, and suggestions on how the Truck & Bus rule and the Tractor/Trailer GHG rule may or may not work within the format used in off-road
- Review rule data reporting requirements
 1. Tractor/Trailer GHG
 2. Truck and Bus
 3. Small Fleets
 4. Large Fleets
- Next Steps

For members that experimented with the off-road DOORS, comments, questions, and suggestions on how the Truck & Bus rule and the Tractor/Trailer GHG rule may or may not work within the format used in off-road

No member comments or questions on off-road DOORS.

Member questioned whether the reporting system would have the same name. ARB staff is using the same acronym, Diesel Off-road On-road Reporting System (DOORS).

Member asked when will the reporting upload sheet be available. ARB staff stated that the rough draft was sent out to the subcommittee yesterday. Eight documents were included. The documents are straightforward and don't need much preparation to understand. Don't send it to other fleet owners as these will not be the final versions. It is in the early stages of development. Still requires testing by end users or fleet owners.

Member asked when will staff project it will be available for testing. ARB staff stated that it would be available in the next few weeks. In the mean time, staff recommended members test the draft spreadsheet and enter a few vehicles. Internal ARB testing

needs to be finished soon, but initial testing will be within the next few weeks for a select group of fleet owners.

Member would like to make sure plenty of opportunity to test before Jan 1 upload deadline.

Review rule data reporting requirements Tractor/Trailer GHG

Staff stated that the GHG reporting requirements document lists information required for the truck and trailer GHG rule. Staff asked if there any other info needed to be collected on the owner information list.

Member asked if fuel usage data is requested for GHG. Staff said it is not. Member also suggested reporting should specify length (53 ft) before dry van or refrigerated van in dropdown menu.

Member asked if odometer readings are required for short haul tractors and trailers. ARB staff responded that for short haul, odometer readings are required on an annual cycle within 30 days of reporting.

ARB staff asked how many local haul base locations will a typical owner have. Member responded that it varies for different owners. Staff also asked if 60 local haul bases is an upper bound. Member responded more, not a lot more.

ARB staff asked if the number of locations are proportional to size of company. Member responded that there is no direct correlation for all fleets. Small fleet can divide several different ways.

Truck & Bus

ARB staff stated that the owner contact info is similar to GHG except license number for Public Utilities Commission (PUC). Staff wanted to know why the PUC number is useful for on-road but not GHG rule. Member responded that it is used for motor coaches, maybe no longer for trucks.

In order for the database team to incorporate info in the database, they need to know: does the PUC number expire, can it be transferred, or is it issued to a particular owner. DOORS will have to accept blanks or NA for street sweepers' PUC number.

Member asked whether a fleet can have more than one location, parent, or separate owner contact. ARB staff stated that the structure can be however the fleet owner wants; there is flexibility for the owner. Dividing for administrative purposes is fine. If a fleet separated into subfleets, a parent company must be established and size of each subfleet is based on aggregated subfleets. For example, a parent corporation can have separate divisions each reporting separately.

Member asked if off-road DOORS number will be the same. ARB staff responded if fleet owner chooses, the DOORS id can be the same for the off-road, on-road, and GHG rules. On the other hand, the fleet owner may get a separate DOORS id for each rule or terminal if he chooses.

Staff stated that for low usage vehicles, they must report both mileage and hours, not just one. For engine information, if the vehicle was initially designed for on-road, even if not used on-road, report it as on-road. On-road vehicles with off-road engines are illegal. You cannot replace an engine with an older engine.

Member asked when reporting particulate filters should fleet owners use aftermarket part number or serial number. ARB staff responded that either can be used but to be aware of device warranty.

Staff may focus on agricultural (ag) trucks in a future call.

Small Fleets

ARB staff stated that small fleets can enter all information online and spreadsheet are not necessary. Small fleet is three vehicles or less.

Large fleets

Member stated that Excel is good for uploading data, no problems. Some fleets are more comfortable with Excel than online DOORS. It depends on computer fluency. It may be helpful for small fleets if the online data entry doesn't look like a spreadsheet, but looks more like a form. It will feed into a spreadsheet, but looks like a single sheet form.

The member also stated that it would be nice for smaller fleets to have everything on one page to see the big picture, and simpler. ARB staff responded that they can experiment with the format for three vehicles in on-road, but not off-road. Staff will provide hardcopy form beforehand to test. Small fleets will print out and copy it to create more forms for more vehicles. Staff can have a form with different format for more vehicles.

Staff and members discussed deadlines for GHG regulation. January 1 – deadline for 2011 vehicles and fleets that register as short or local haul. July 1 – large fleet phase-in. Member asked when will 2011 tractors become available. Another member responded in mid 2010; March maybe for 2011 truck with 2010 engine.

ARB staff stated that deadline for ag fleets, fleets that have downsized since July 1 2008 to claim retirement credit, any 2 engine sweepers, transfer from portable engine to Truck & Bus rule (T&B) is March 31, 2010. ARB staff will use direct mailer, posters, radio to inform public.

Next Steps

ARB staff will review user guides, enter a few vehicles into spreadsheets. Any comments need to be sent within next couple of weeks.

ARB staff stated that at next meeting members will discuss ag vehicles. Any comments, staff will evaluate and incorporate. If members have any suggestions, email Richelle for T&B or David for GHG.

The next TRAC meeting is scheduled for Nov 10.